NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name EAST CLARENDON RAILROAD STATION

other names/site number N/A

2. Location

street & number Vermont Route 103 N/A not for publication

city or town Clarendon (East Clarendon) N/A vicinity

state Vermont code VT county Rutland code 021 zip code 05759

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [X] statewide [X] locally. ([ ] See continuation sheet for additional comments.)

Elsa Gilbertson, National Register Specialist January 19, 1999
Signature of certifying official/Title Date

Vermont State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date of Action

[ ] entered in the National Register.
[ ] See continuation sheet.

[ ] determined eligible for the National Register
[ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:) _____

East Clarendon Railroad Station
Name of Property

Rutland County, Vermont
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related

Current Functions
(Enter categories from instructions)

Commerce/restaurant

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian

Materials
(Enter categories from instructions)

foundation concrete
walls weatherboard
roof slate
other glass

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

East Clarendon Railroad Station
Name of Property

Rutland County, Vermont
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] **B** Property is associated with the lives of persons significant in our past.
- [X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] **A** owned by a religious institution or used for religious purposes.
- [X] **B** removed from its original location.
- [ ] **C** a birthplace or grave.
- [ ] **D** a cemetery.
- [ ] **E** a reconstructed building, object, or structure.
- [ ] **F** a commemorative property.
- [ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions).

Architecture
Transportation

Period of Significance

c. 1916 - 1949

Significant Dates

c. 1916

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Rutland Railroad

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [X] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:

East Clarendon Railroad Station
Name of Property

Rutland County, Vermont
County and State

10. Geographical Data

Acreage of Property 0.48

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	18	661702	4821100
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Hugh H. Henry, Historic Preservation Consultant

organization N/A date June 1998

street & number 2148 Green Mountain Turnpike telephone 802-875-3379

city or town Chester state Vermont zip code 05143-9418

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO.)

name Clayton N. and Wanda S. Webster

street & number Route 103, Box 314A telephone 802-747-3422

city or town Clarendon state Vermont zip code 05759

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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DESCRIPTION

Adapted to a restaurant in 1996 after being used previously as an antiques shop, the former East Clarendon Railroad Station occupies a small triangular lot at the intersection of the primary Vermont Route 103 and the secondary East Road about 400 feet from its original site next to the Rutland (now Green Mountain) Railroad track. The one-story, four-by-one-bay, wood-framed building carries a slate-shingled hip roof with a longitudinal ridge; heavy triangular outriggers support the deeply overhanging eaves. Its exterior walls are clapboarded between the window openings and beadboarded both above and below. The window openings retain the original six-over-nine sash with plain surrounds. The three-sided agent's office bay projects from the east facade, flanked by small one-story, one-bay, hip-roofed wings added in 1996. An open wood deck with a railing was also added along the west and north facades. The interior remains in the original linear three-room plan; the north waiting (now dining) room and central agent's office (now lunch counter) retain varnished wood sheathing while gypsumboard has been applied to the south freight room (now kitchen). The building was rehabilitated into excellent condition during the restaurant adaptation, and retains historic integrity of design, materials, workmanship, feeling, and association.

The former East Clarendon Railroad Station stood originally next to the west side of the curving tracks of the then-Rutland Railroad, about one-quarter mile east of the hamlet of East Clarendon. The building was moved in 1953 about 400 feet northwestward to its present site on the west side of the north-south East Road that roughly parallels the railroad. During 1957, a two-lane bypass of East Clarendon was constructed for Vermont Route 103; the new northwest-southeast alignment intersects East Road immediately southeast of the former station.

The one-story building of rectangular plan is oriented parallel to East Road with the original trackside facade (marked by the agent's office bay) facing that road. The small triangular lot was subdivided from an open field, and it lacked shrubs or trees until a row of small coniferous shrubs was planted in 1996 along the west side of the building.

The building rests on a reinforced concrete foundation that was constructed in 1996; replacing temporary timber piers, this is the first permanent foundation under the building at its present site. The foundation underlies the entire perimeter of the building, including both the original agent's office bay and the two added east wings, and encloses a full basement with a concrete floor.

The wood-framed superstructure retains the original sheathing of wood materials applied in a horizontally banded pattern. Below the level of the window sills, the walls are covered with beadboards hung vertically. A wood beltcourse linking the window sills encircles the building, and another placed two clapboards above the window lintels links the door lintels. Between these two beltcourses and flanking the door and window openings, the walls are clapboarded. Above the lintel belt course, the upper walls are beadboarded like the lower walls. A wide concave molding crowns the wall surface. These wall materials are stopped by corner boards with vertical quarter-round molding at the corner joint.

The hip roof of moderate pitch rises to a main ridge now oriented in a north-south direction. Each slope of the roof overhangs deeply the wall plane below it; a slight decrease of pitch marks the lower slope beyond the wall plane. The roof is shingled with slate of mostly reddish color, and metal caps cover the ridges.

The eaves are punctuated by exposed rafter tails with circular cut-outs at the outer ends. The rafters rest on continuous purlins that in turn are carried by heavy triangular chamfered outriggers. Spaced about four feet apart, the outriggers rise from carved knee blocks affixed to the wall surfaces.

Added during the 1996 project, a brick chimney and two metal ventilators surmount the main roof. The interior brick chimney with a square shaft and a stone cap rises from the north end of the east slope, serving the furnace. Twin crown metal ventilators for kitchen exhaust mark the south slope.

The asymmetrically arranged four-bay west facade has become the primary facade of the building for its usage as a restaurant. The original passenger entrance into the waiting room occupies the second bay from the left, and remains the public entrance. Its heavy two-panel, hinged door possesses a large diagonally beadboarded vertical panel above a small horizontal counterpart.

Over the door, a narrow molded shelf and a four-light transom span the opening within the plain surround.

The bays flanking this entrance are fenestrated with the original six-over-nine, double-hung wood sash (plus new one-over-one metal storm sash) common to the building. The windows are enframed by plain surrounds above flush sills. Marking the former agent's office, the physically central bay on the right of the entrance contains coupled sash within a continuous surround.

The right bay of the west facade contains the original freight entrance to the building. This entrance was adapted in 1996 to a take-out window for food service. The original broad four-panel, diagonally beadboarded, interior sliding door has been cut vertically in half. The right half has been fixed in the closed position while the left half slides to reveal the take-out window. Recessed behind the door, the latter consists of a horizontally sliding metal window and a counter shelf above a diagonally beadboarded lower wall. Over the doorway, a narrow molded shelf and seven-light transom remain within the plain surround in the manner of the passenger entrance.

Apart from the added deck, the north facade retains its original appearance. A single bay occupies the center of this facade, flanked by a pair of the roof outriggers. This bay contains coupled six-over-nine sash treated like those on the west facade. The opposite (south) facade contrasts by its lack of both fenestration and deck.

The four-bay original trackside (east) facade received the most extensive alteration during the 1996 project. Originally dominating this facade, the agent's office bay remains in its central position. This three-sided projection has beadboarded lower walls and coupled six-over-nine sash in the central bay and single sash in the flanking canted bays. The projection rises to the underside of the overhanging roof slope. A standard window with six-over-nine sash occupies the adjacent bay on the right of the agent's office.

The two small wings added in 1996 displace the original passenger entrance in the right (north) bay and the freight entrance in the left (south) bay. The passenger doorway has been altered by the removal of the two-panel, diagonal beadboarded door plus the four-light transom and the installation in the slightly reduced opening of a four-panel door moved from an interior doorway to

serve the new northeast wing. The freight doorway has been altered by the removal of the large four-panel, diagonal beadboarded, interior sliding door plus the seven-light transom; this opening (without a door) now serves the new southeast wing.

The similar one-bay northeast and southeast wings of rectangular plan are sheathed like the main block, and carry hip roofs with reddish slate shingles and overhanging eaves with exposed rafter tails. The northeast wing containing a rest room is marked by a seven-light horizontal sash in the upper wall (the transom sash moved from the freight entrance). The southeast wing serves as the kitchen entrance vestibule with a metal door and wood stoop on its south side.

Interior Appearance

The original interior plan comprised three rooms in linear arrangement, and this plan has been preserved for the current restaurant. The waiting room in the north section has been adapted to a dining room. The agent's office in the central section now contains a lunch counter and table space. The freight room in the south section has been altered to the greatest extent by its conversion in 1996 to the kitchen.

The former waiting room and agent's office retain similar historic sheathing materials. The floors are laid with narrow tongue-and-groove hardwood boards. Above a cap-molded baseboard, the walls are sheathed with narrow V-joint yellow pine boards hung vertically; those in the agent's office are somewhat wider than those in the waiting room. A concave molded cornice follows the perimeter of the ceilings, which share V-joint yellow pine boards of the same widths. The door and window openings are enframed by beaded molded surrounds with bullseye corner blocks. All of these wood materials are now finished with clear polyurethane.

Along the north wall and the north end of the west wall of the waiting room below the window sill level, the shadow of a continuous built-in bench seat remains visible; the bench was removed at an unknown time.

The interior wall separating the waiting room and the agent's office has a broad central opening with canted upper corners; this opening was occupied originally by an upright coal stove

that heated both rooms. Near the east end of this wall, the original ticket window remains in place. This feature consists of a vertically sliding, single-light sash with etched glass above a narrow wood counter shelf with curved corners on the waiting room side and square corners on the agent's office side; the original wood brackets supporting this shelf were removed in 1996. At the west end of this wall, the original doorway between the two rooms now lacks a door; the yellow pine door with four molded panels was moved in 1996 to the rest room entrance in the northeast corner of the waiting room.

An elongated lunch counter was built in 1996 parallel with the south wall of the agent's office; below the counter surface, the north side of this fixture is sheathed with flush vertical boards. At the west end of the wall separating the agent's office and the former freight room, double-leaf plywood swinging doors were installed in 1996 within the original doorway to facilitate access and egress for the kitchen.

In contrast to the two public rooms, the former freight room has been entirely sheathed with new materials to meet sanitary requirements for the kitchen. Vinyl tile and plywood have been laid over the rough floor boards. Similarly, gypsumboard has been applied on the walls and ceiling, where the previous materials were partly missing. Both the kitchen vestibule and the rest room in the southeast and northeast wings added in 1996 are sheathed with gypsumboard and vinyl flooring.

STATEMENT OF SIGNIFICANCE

The East Clarendon Railroad Station holds primary significance for embodying the distinctive characteristics of a modest early 20th century (c. 1916) Rutland Railroad station built for a Vermont hamlet; its vernacular design reflects the lingering influence of Late Victorian period architecture. The building holds additional significance for representing the role of railroad transportation in rural Vermont during the first half of the 20th century. After serving its original purpose only about 35 years, the East Clarendon station was closed by the railroad, and then moved in 1953 a short distance to its present site. In 1996, the building was rehabilitated in a manner sympathetic to its historic character while being adapted to a restaurant. The East Clarendon Railroad Station represents the statewide contexts of Historic Architecture and Patterns of Town Development and also Railroad Transportation in Vermont. Although moved a few hundred feet from its original site, the building retains its significant architectural value and historic association with the railroad that continues to carry freight trains visible from this former station.

The railroad through East Clarendon ranks among the earliest constructed in Vermont. The then-Rutland and Burlington Railroad completed in December, 1849 this line linking its namesake towns in western Vermont with Bellows Falls on the southeast side of the state. The Rutland-Bellows Falls route serves a rural region that remained dominantly agricultural until the middle 20th century and possessed only limited industrial development. The railroad depended largely on through traffic between Boston or southern New England and northern Vermont or Montreal for its financial survival. The emergence of motor vehicle competition during the second quarter of the 20th century caused severe decline in both passenger and freight traffic, and passenger service was discontinued in 1953. The railroad itself was abandoned by private owners in 1963 but the State of Vermont then acquired it in order to restore freight service by lessees. Subsequently trains of the Green Mountain Railroad have continued to pass East Clarendon, although without stopping.

The East Clarendon station exemplifies a standard type of wood-framed combination station incorporating both passenger and freight rooms and measuring about 16 by 40 feet in exterior

dimensions. This type was constructed by the Rutland Railroad during the late 19th and early 20th centuries at several small villages along its lines in Vermont and New York. Indeed the East Clarendon station dating from c. 1916 was among the last of its type ever built. The ensuing decline in passenger and local freight traffic caused the closure of many rural stations during the second quarter of the century. Only a very small number of these stations now survives in Vermont, and fewer yet have escaped being either altered or moved (or both).

The first station to serve East Clarendon appeared probably during the 1850s. Photographs taken around the turn of the century show a plain two-story, three-by-two-bay, clapboarded, gable-front building that contained the agent's living quarters on the second floor. The site adjoins the west side of the curving track at its nearest approach to the hamlet of East Clarendon, Milepost 6.2 from Rutland along the line to Bellows Falls. This station was the first southeast of Rutland to have an agent on duty to handle the multiple tasks of passenger, freight, express, and mail service.

By the early 1900s, the two-story station had become obsolete in various ways. Furthermore, the wealthy New York Central System acquired control of the relatively impoverished Rutland Railroad, making possible many needed capital improvements along the latter's lines. Those ranged from the elegant Classical Revival style Union Station in Burlington (opened in January, 1916) to a new station of standard vernacular design at East Clarendon; the Rutland Railroad's budget for 1916 appropriated $1,200.00 for the latter building.

The new one-story, hip-roofed station provided more attractive and spacious quarters for serving the public while eliminating the living quarters for the agent. The agent's office includes a bay window that enabled visibility along the track in both directions; the telegraph table was placed in that position. Flanking the office, separate rooms served both passengers (on the north nearer the driveway) and freight and express. A raised loading platform (later removed) was attached to the freight end of the building. A steel pole supporting a semaphore signal stood next to the agent's office bay.

Although not expressing a specific architectural style, the East Clarendon station displays the basic form, materials, and

decorative features typical of the Late Victorian period. Its hip roof dominates the design, especially in the manner of the deeply overhanging eaves supported by heavy triangular outriggers that encircle the building to shelter the adjoining platforms; the slate shingles of reddish color contribute a polychromatic effect. The exterior sheathing of vertical beadboards above and below a band of clapboards and outlined by stickwork yields a varied surface texture.

The publicly visible interior spaces are treated somewhat more decoratively. Most notably, both the walls and ceilings of the waiting room and office are covered with V-joint yellow pine boards in a varnish finish; the waiting room is distinguished by slender boards one-half the width of those in the office. A continuous bench (later removed) along two walls provided seating for the waiting public.

The East Clarendon station served a variety of freight traffic for the largely agricultural community. The freight room accommodated the diverse smaller quantities of less-than-carload freight. South of the building next to a siding, a small stockyard existed for loading or unloading livestock. Milk was shipped mostly to Boston; the metal cans were handled on a special platform at the level of refrigerator car doors. Pulpwood destined for the St. Regis Paper Co. in Maine was loaded directly onto freight cars from the ground.

The Rutland Railroad timetable effective on July 1, 1917 indicates the amount of activity at the new station, whose telegraph call was C N. Five passenger trains and three freight trains running in each direction daily or except Sunday were scheduled to stop at East Clarendon. The total of ten passenger trains making the stop every day except Sunday afforded the residents of the hamlet of East Clarendon greater flexibility and convenience for travel than now (1998) exists anywhere on the railroad network in Vermont.

The East Clarendon station received only about a decade of maximum usage before motor vehicles began to divert much passenger and freight traffic away from the railroad. The economic collapse of the 1930s exacerbated that trend. The stock yard was "retired" by the railroad in 1929, and the milk platform followed in 1937. A brief resurgence in traffic during the Second World War was followed by a precipitous decline. Two

decades of financial difficulties culminated in 1950 when the Rutland Railroad was reorganized into the Rutland Railway.

Rutland Railway Time Table No. 122, effective on April 29, 1951, was the last to show trains stopping at East Clarendon. By that point in time, only two passenger trains and one freight train were running daily in each direction. East Clarendon was deleted from the next timetable, effective on September 30 of that year.

The Rutland Railway offered the East Clarendon station for sale in August, 1951. Two months later, in October, a veteran Rutland train conductor, Solon A. Todriff, purchased the building for $310. Todriff and his wife, Lottie, had lived in an adjacent house since 1942. The bill of sale specifies the "former railroad station building (contents excluded) at East Clarendon."

The Purchasing Agent of the Rutland Railway stipulated in a letter to Todriff that "this building ... will be removed from railroad property, and ground cleared, within a reasonable length of time." That period apparently extended into the spring of 1953 before the building was actually moved. The new site was about 400 feet to the north and across East Road on land already owned by the Todriffs. They retained ownership until 1977, and the building was used for several years as an antiques shop.

The present owners, Wanda and Clayton Webster, acquired the building in 1995, and in 1996 have performed a thorough rehabilitation while adapting it to a restaurant. Major elements of this project involved the construction of a proper foundation and the addition of the two small wings, the latter designed to echo the form and materials of the main block. The historic fabric, such as the sheathing materials and window sash, has been generally refurbished and preserved intact.

Visible from the track at its original site, the East Clarendon Railroad Station continues to exhibit its distinctive architectural character exemplifying the vernacular Rutland Railroad combination (passenger and freight) station in a rural Vermont setting. The adaptation of the building to a restaurant will enable its subsequent economic viability.

BIBLIOGRAPHY

Beers, F. W., et al. Atlas of Rutland Co., Vermont. New York: F. W. Beers, A. D. Ellis & G. G. Soule, 1869.

Clarendon, Vermont 1761-1976. Rutland, Vt.: Academy Books, 1982.

Gardner, Ruth, comp. Rutland Railroad Postcard Scenes And Passenger Timetables. Mountaintop, Pa.: Ruth Gardner, n. d.

Nimke, R. W. The Rutland - Arrivals and Departures. Walpole, N. H.: R. W. Nimke, 1990.

_____. The Rutland - Sixty Years of Trying (Vol. III, The Bellows Falls Sub). Walpole, N. H.: R. W. Nimke, 1987.

Shaughnessy, Jim. The Rutland Road. Berkeley, Calif.: Howell-North Books, 1964.

Letters and other paper material relating to East Clarendon Railroad Station. Various years. Collection of Wanda S. Webster, Clarendon, Vt.

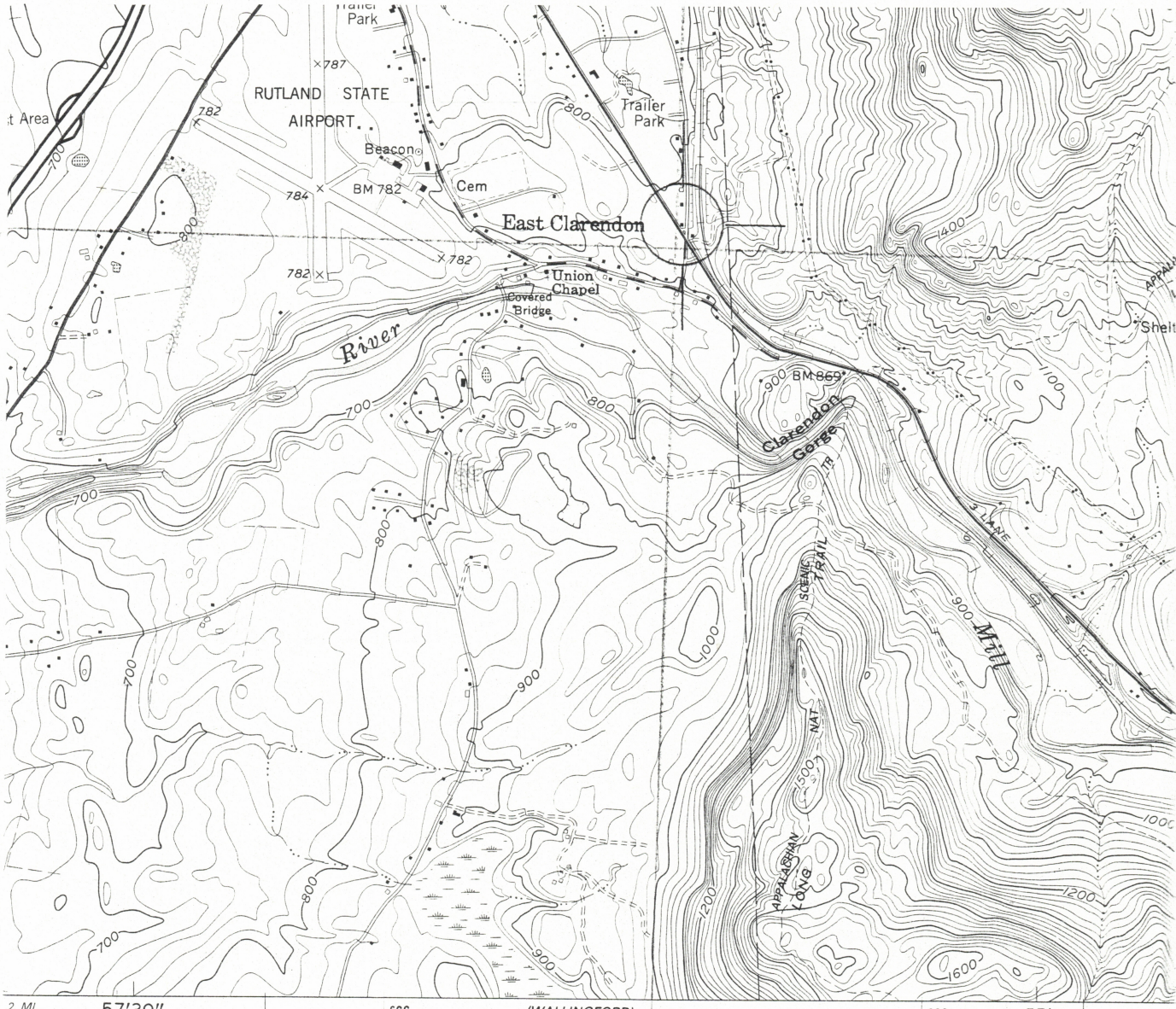
Town of Clarendon Land Records. Books 27 (1943), 42 (1977), and 84 (1995). Available at Town Clerk's Office, Clarendon, Vt.

BOUNDARY DESCRIPTION

The property being nominated consists of the former East Clarendon Railroad Station together with its lot of 0.48 acre. The boundary of the roughly triangular lot extends about 168 feet along the west edge of the East Road right-of-way, 50 feet along a nearly perpendicular course at the intersection of East Road and Vermont Route 103, about 248 feet along the east edge of the Route 103 right-of-way, and a total of about 195 feet in three courses between the east edge of the Route 103 and the west edge of the East Road rights-of-way. The deed to the property is recorded in Book 84, Pages 496-497 of the Town of Clarendon Land Records.

BOUNDARY JUSTIFICATION

The boundary of the nominated property corresponds to the perimeter of the 0.48-acre lot of land that has been owned in common with the East Clarendon Railroad Station since the building was moved to this site in 1953.



2 MI.
50 MI.

57'30"

666

(WALLINGFORD)
6470 IV NW

668

55'

SCALE 1:24 000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

N

1°25'
25 MILS

CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

EAST CLARENDON RAILROAD STATION
CLARENDON, RUTLAND COUNTY, VERMONT
UTM Reference: 18/667020/4821100

MAGNETIC NORTH
NTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown i
aerial photographs
This information r